





Today's  
Advertisements.ZETLAND LODGE,  
No. 55, E.C.A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st November, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 1st November, 1895. [1467]THEATRE ROYAL,  
CITY HALL.By request of  
His Excellency Sir WILLIAM ROBINSON,  
K.C.M.G.CHEVALIER DE KONTSKI,  
(COURT PIANIST TO THE EMPEROR  
OF GERMANY),  
will give aFAREWELL RECITAL,  
Assisted by  
HONGKONG'S PRINCIPAL AMATEURS,  
ON  
WEDNESDAY, 6th November, 1895.This will be positively CHEVALIER DE KONTSKI'S  
LAST RECITAL in Hongkong.Doors Open 8.45. Recital to commence 9.15.  
Special Tram for Peak residents.SEATS can be booked at Messrs. W.  
ROBINSON & Co.'s Music Warehouse,  
Hongkong, 1st November, 1895. [1505]PUBLIC AUCTION,  
OF  
VALUABLE HOUSEHOLD  
FURNITURE, &c.THE Undersigned has received instructions  
to sell by  
PUBLIC AUCTION,  
ON  
TUESDAY, the 5th November, 1895,  
commencing at 2.30 P.M.,  
at No. 73, WYNDHAM STREET,  
"THE WHOLE OF THE  
VALUABLE HOUSEHOLD FURNITURE,  
Comprising:—  
DRAWING-ROOM SUITE in SILK  
TAPESTRY & PLUSH, COUCHES, BLACK-  
WOOD TABLES and TEAPOTS, GILT  
BEVELED OVERMANTEL TEAK OVER-  
MANTELS, PICTURES, ORNAMENTS,  
CARPETS, RUGS, CURTAINS, BRASS  
FENDERS, WRITING DESK with BOOK-  
CASE, &c. &c.  
MARBLE-TOP SIDEBBOARD with  
BEVELED GLASS, DINNER WAGON,  
DINNER and DESSERT SERVICES,  
ELECTRO-PLATE and GLASS-WARE,  
CROCKERY and PANTRY REQUISITES,  
ONE DOUBLE BRASS BEDSTEAD with  
WIRE and HAIR MATTRESSES,  
IRON & BRASS MOUNTED BEDSTEADS,  
&c. &c.  
MARINBURK-MADE HANDSOME MAR-  
BLE-TOP BUREAU with BEVELED  
GLASS, DRESSING TABLES with  
BEVELED GLASS, MARBLE-TOP WASH-  
STANDS and TOILET SETS, SUNDRY  
BED-ROOM FURNITURE, BATH-ROOM  
REQUISITES, &c. &c.  
IRON COOKING STOVE, &c., &c., &c.  
Catalogues will be issued previous to Sale.  
On View from MONDAY, the 4th November,  
1895.  
TERMS OF SALE:—As customary.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 1st November, 1895. [1508]CHINA NAVIGATION COMPANY,  
LIMITED.FOR SHANGHAI (DIRECT).  
THE Steamship  
"WHAMPOA,"  
Capt. Hards, will be despatched  
TO-MORROW, the 2nd instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st November, 1895. [1506]OCEAN STEAMSHIP COMPANY,  
FOR SANDAKAN AND KUDAT.THE Steamship  
"MEMNON,"  
Capt. Branch, will be despatched as above  
on MONDAY, the 4th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st November, 1895. [1500]CHINA NAVIGATION COMPANY,  
LIMITED.FOR TIENTSIN.  
THE Steamship  
"NANCHANG,"  
Capt. Finlayson, will be despatched on  
WEDNESDAY, the 6th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st November, 1895. [1507]CHINA NAVIGATION COMPANY,  
LIMITED.FOR SINGAPORE, SAMARANG AND  
BOURABAYA.  
THE Steamship  
"SHANTUNG,"  
Capt. Vaughan, will be despatched on  
SATURDAY, the 9th instant, at 10 A.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st November, 1895. [1522]SCOTTISH ORIENTAL STEAMSHIP  
COMPANY, LIMITED.FOR YOKOHAMA AND KOBE.  
THE Steamship  
"TAICHOW,"  
Capt. Curtis, will be despatched on FRIDAY,  
the 15th instant, at 10 A.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st November, 1895. [1509]Today's  
Advertisements.CHINA FIRE INSURANCE COMPANY,  
LIMITED.ADJUSTMENT OF BONUS FOR THE  
YEAR 1894.CONTRIBUTORS OF PREMIA are hereby  
requested to send in to this Office a LIST  
of their CONTRIBUTIONS for the year ending  
31st December last, in order that the proportion  
of PROFIT for that year to be PAID as BONUS  
may be arranged. Returns not sent in before  
the 30th instant will be made up by the Company,  
and no subsequent CLAIMS or ALTERATIONS  
will be allowed.By Order of the Directors,  
JAS. F. COUGHTRIE,  
Secretary.  
Hongkong, 1st November, 1895. [1503]

## NOTICE.

BY Order of the Board of Directors, Mr. L.  
SIMON will take CHARGE of this  
AGENCY from this date.  
For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
E. MAYER,  
Manager.  
Hongkong, 1st November, 1895. [1504]

## BROWN, JONES &amp; CO.

DEALERS IN  
ITALIAN AND AMERICAN MARBLE AND  
HONGKONG GRANITE CEMETERY  
MEMORIALS.LETTERS CUT AND FILLED WITH IMPERMEABLE  
LEAD CEMENT.

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSRS and  
other Large Consumers.Any complaints should be addressed to the  
Manager.  
Hongkong, 3rd May, 1895. [1507]A. S. WATSON & CO.,  
LIMITED.VEGETABLE AND FLOWER  
SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality  
Seeds have arrived, and Orders will be executed  
in the sequence in which they are received as  
long as the supply lasts.

## SEED LISTS

with  
HINTS FOR GARDENING  
have been issued and can be obtained on  
application.Our Seeds are all tested before being put up  
in LONDON.They are packed under our own Supervision,  
and the greatest care is exercised to insure  
protection in transit.Sowings should be made in FINE WEATHER  
ONLY and the remainder of the packets secured  
from damp, and kept in a dry place for repeat  
sowings.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for  
use in the Garden generally.It supplies natural nourishment to the soil,  
and assists the process of assimilation, thereby  
aiding the Plants to attain to their full size,  
vigour and beauty.Sold in Tins containing 10 lbs. each.....\$1.75.  
25 lbs. ".....\$4.50.  
Directions for use are given on the Label.RAMBOLD'S "NEW PARIS"  
LAWN MOWERS.The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
KINGSTON ROAD, A.D. 1841.

Hongkong, 1st August, 1895. [1509]

## The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 1, 1895

## NOTES AND COMMENTS.

We note that the *Shanghai Mercury* of  
the 26th endorses the opinion expressed in  
these columns on Saturday last respecting  
the existence of a far-reaching secret  
compact between Russia and China, and  
in the course of a carefully written leader  
which concludes with the pertinent  
remark "nonchalance of years is bearing  
its natural fruit," states "it has been evident  
for some time that a definite understand-  
ing had been come to between Russia  
and China regarding the consideration of  
the former Power was to have for interference  
to prevent the cession of Liaotung to Japan."There seems to be something behind  
which is of international importance, and  
which we trust will receive that attention  
it deserves. There is little doubt that secret negotiations have  
been going on between Russia and China  
regarding the actual cession, as a naval  
station, of the harbour of Port Arthur.The possession of Port Arthur  
as a war-harbour would place Russia  
in an unique position, and give her  
practical control of Northern China.Meanwhile the Russians in  
Vladivostok speak openly of the cession  
as a thing actually accomplished. At the  
moment, we learn from Tientsin, steps  
have been taken toward effective  
possession, and there are now within the  
harbour no less than five Russian war-  
vessels, while nine more are cruising  
outside.That Russian subjects should, in Russian  
territory, "speak openly" of the  
cession can, we think, be taken, if there  
were any need of it, as conclusive evidence  
that China has conceded Port Arthur to  
Russia, well knowing it would be  
promptly occupied and, of course, soon  
converted into an impregnable stronghold.The action of China in making such  
great concessions to Russia is in complete  
accord with what Li Hung-chang is  
reported to have said in the course of an  
interview with Mr. Henry Norman, then  
of the *Pall Mall Gazette* and now of the  
*London Chronicle*, in 1893, that "Russia  
and China had better be good friends,"  
and that when the Trans-Siberian  
Railway is finished the relations  
between China and Russia would  
be revised. That the "revision"  
referred to has come about now is doubt-  
less the result of the force of circum-  
stances, and it is noteworthy that the  
"Bismarck of China" evidently con-  
templated the advisability of more or less  
close friendship with Russia at least six  
years ago. Revenge is sweet, and in  
order to revenge the disasters of 1894  
China has apparently seen fit to place  
herself at the mercy of a great, albeit  
unscrupulous, Power, able to protect  
her against Japan, whom she has feared  
for years, and when the time comes  
she effect to Li's programme, drafted in  
1882, for the invasion and complete  
conquest of Japan. It would serve China  
rightly if she finds herself in the long run  
in the unpleasant position of the fly that  
very indirectly accepted an invitation  
to come into the parlour of a hungry  
spider.

## TELEGRAMS.

(Special to *Hongkong Telegraph*.)  
THE ACCIDENT TO THE  
"CONCORD."FLOATED OFF THIS MORNING.  
SHANGHAI, October 31st.  
The U.S.S. *Concord* got ashore on the mud  
pit in the river near Collier's dock yesterday. She  
was got off to-day and is not damaged.PORT ARTHUR.  
The Russian fleet is still at Port Arthur.(Special to *China Gazette*.)  
THE KOREAN EMBEZZLE.  
TOKYO, October 27th.It is reported that upon General Viscount  
Mura learning that he would be arrested upon  
the arrival of the *Chungyuegwan Maru* (by which  
vessel he returned to Japan from Chemulpo) at  
Ulsan, he attempted to commit suicide, but the  
report lacks confirmation.All the Japanese accused of complicity in the  
crimes will be tried before the High Court District  
Court, and a special law officer, Mr. Kurokawa,  
councillor of the Judicial Department, has been  
sent by the Minister of Justice to arrange the trials.

Count Inouye has started for Korea.

## REUTER'S MESSAGES.

THE EUROPEAN BOURSES.  
LONDON, October 30th.The European Bourses are flat owing to a  
strong anti-English article in the unofficial  
portion of the *St. Petersburg official Messenger*.ALL THE SAME BEFORE!  
Lord Salisbury, speaking at Netford, said that  
he would endeavor, for the sake of continuity,  
to carry out the foreign policy of his predecessors.

## LOCAL AND GENERAL.

THE latest quotation for Hongkong and Shanghai  
Bank shares on the London Stock Exchange  
is £40.A most enjoyable dance was given at the  
Ladies' Recreation Club last night.A TOKYO despatch to a Kobe paper states that the  
Korean Government now acknowledges the death  
of the Queen.On the 5th instant the Italian cruiser *Cristoforo  
Colombo* arrived at Adelaide from Java via  
Alger, en route to Melbourne and Sydney.A *dante* (clerk) employed by Messrs. GIBSON  
& Co., Nagasaki, has been arrested by the police  
for embezzling over \$2,000 from his employer.COMMANDER DAWSON, R.N., has been engaged  
by the government of West Australia to conduct  
surveys of that colony's ports and revise the  
charts of the coast.A REGULAR meeting of Zetland Lodge, No.  
525, E.C., will be held in the Freemasons' Hall,  
Zetland Street, this evening, at 8.30 for 9 o'clock  
precisely. Visiting brethren are cordially invited.THE Legislature of Texas has, according to a  
London "wire" of the 5th to Sydney paper,  
prohibited within the territory of Texas the  
proposed prize fight between Corbett and  
Fitzsimmons.THE boatman and boatwoman charged with the  
murder of the seaman belonging to the *Gao F.  
Mason*, whose body was found outside of Green  
Island by one of the Custom launches, were  
again before the magistrate this morning,  
and were again remanded until next Thursday.The evidence taken by the Coroner is all be-  
carefully rehearsed before the magistrate, Mr.  
T. Sercombe Smith.In the Summary Court this morning, the claim  
of his boy against Mr. C. Holdsworth was dis-  
missed, after occupying the Court on three  
Fridays. The boy lost his temper at the same  
time, and used unparliamentary language towards  
his late employer, which resulted in his being  
taken before the Police Magistrate and bound  
over in two sureties of \$25 each to keep the  
peace for six months.The increased prices demanded by the headmen  
for unloading coal, which went into effect to-day,  
seem to have been accepted by those interested,  
without trouble. No strikes have taken place,  
nor has trouble of any sort occurred, the arrange-  
ments made with the proprietors of the firms  
interested evidently having been complete. Coal  
has continued to be discharged as usual, and it  
speaks well for the management of the coal-  
gilds that a change involving so much money  
should have been accepted so readily.Two men and a woman were charged at the  
Magistrate yesterday with selling fifteen-year-  
old gin for an immoral purpose, and a woman  
was charged with buying her. The buying and  
selling was admitted, but the only evidence of  
immoral purpose being that the purchaser told  
the girl that she was to wear handsome clothes and  
enjoy herself. His Worship could not convict.  
The four persons were discharged with a caution,  
the girl being ordered to be sent to the Po Leung  
Kek subject to the orders of the Registrar-  
General.An interesting London cablegram to a Sydney  
paper reads thus:—From China it is reported  
that the Viceroy Li Hung-chang and the  
Dowager-Empress have prepared a wide  
scheme of reform, including, among other things,  
the transfer of the capital to Central  
China.—Fancy that! Why, surely the "Son of  
Heaven" would be safer under the protecting wing  
of a Russian army in Manchuria and a powerful  
Russian naval station at Port Arthur, than  
among his rebellious subjects in central or north-  
western China! Is this reform?THE following is a list of those who will play for  
UNDER 30 v. OVER 30 to-morrow.J. A. Lawson. A. Anderson.  
S. M. Firth. S. M. J. Reader, R.M.S.  
J. R. Gillingham. A. R. Travis.  
G. D. Campbell, R.M.S. F. Mallard.  
G. L. Lyle, R.M.S. Capt. Eccles, R.M.S.  
F. W. Christian. E. G. Brown.  
G. V. Kelly, R.M.S. E. M. Mart.  
C. W. Knox, R.M.S. T. S. Smith.  
A. S. Anton. John Atkinson.  
C. V. Percival, R.M.S. C. C. Platt.  
B. Theagar, R.M.S. Capt. Thomson, D.A.A.G.  
S. L. Darby. C. Inchbold.By the courtesy of Major Faithful and the  
officers, the band of the Hongkong Regiment  
will play on the grounds during the afternoon.THE *North China Daily News* of 28th says  
the following may be considered as coming from  
a reliable source:—The Viceroy Chang has  
recently granted permission to a number of native  
syndicates to establish steam cotton weaving and  
spinning mills, silk factories, a railway between  
Shanghai and Soochow and from thence to  
Chinkiang, three steam launch companies to run  
between Shanghai, Soochow, and Hangchow,  
and way stations, and another company with  
larger steamers to run between Nanking and  
the islands in the Yangtze and from Shanghai to  
Islands on the Chinkiang coast, &c., Chusan  
Archipelago. The latest permission granted is  
to build silk weaving mills to make the celebrated  
Nanking satin and silk velvets. A number of  
skilled workmen from foreign countries, it is  
presumed, will have to be engaged to teach the  
natives. The permission of the Throne has  
already been obtained by the Viceroy for all the  
above.

## THE LION.

(Being an Essay written by a Pupil in  
Dame Europa's school.)  
The Lion is a kind of Ass,  
His silliness is simply crass;  
He's such a tame, long-suffering beast  
You cannot rile him in the least.  
For though he's very, very strong,  
He never will resent a wrong;  
So, though he's very, very big,  
The other beasts don't care a fig.  
But pinch his tail and tweak his ear,  
For he won't mind—he's such a dear!  
They give him most tremendous snubs,  
And kill whole litters of his cubs;  
Well sometimes give one little roar,  
And then start doing as before.  
Although of beasts he is the king,  
They know he'll stand just anything.  
There's one exception to the rule  
That he is always calm and cool;  
One thing there is for which he cares—  
'Tis others' private home affairs.  
A ruction in a neighbour's home  
Will always cause him to loom,  
And when the Turkey gave some kicks  
To neutral of her weakest chicks,  
With passion he became quite pale,  
And gnashed his teeth and lashed his tail;  
While gaily laughed the Frog and Bear  
To see the monarch lose his hair.  
For each of them a wish has shown  
To pull the Lion from his throne;  
And they'll succeed unless he learns  
To keep more to his own concerns.  
No other details I can relate,  
Appeal the Lion and his mate.—*World*.A PRINCE despatch to a Japanese paper says that  
Talien bay is to be opened as a port under the  
terms of the agreement with regard to Liaotung.THE Japanese sailor belonging to the *Kago-  
shima Maru* who was charged with stabbing a  
Sikh constable during the row at Hongkong  
Wednesday night, failed to prove his innocence  
this morning, and was sentenced by the Magis-  
trate to six months' imprisonment with hard  
labour.THE Hon. Treasurer of the Alice Memorial  
and Nebraska Hospitals begs to acknowledge  
with thanks the following donations to the funds  
of the Hospitals:—On account of "Hospital Sunday"—  
Union Church.....\$105 00  
St. John's Cathedral.....75 55  
St. Stephen's Church (C.M.S., Chinese).....75 55  
To Tait Chapel (L.M.S., Chinese).....31 58  
St. Peter's Church.....25 57  
Bethesda Chapel (German).....13 50  
Hakka Churches (Basel Mission Chinese).....9 43  
Wesleyan Church.....8 30  
Wesleyan Mission, Chinese Church.....5 00  
Baptist Mission, Chinese Church.....4 10

Total.....\$370 75

THE *Mitropoli*, an Antwerp paper, published on  
the 25th ultimo a letter sent to a personal  
friend by Lieutenant Henry, the officer of the  
Congo State, who was killed at the battle of  
Kibange, which is dated March 20th, and was  
therefore written, the *Mitropoli* getting it from  
before the officer could have known of any  
sensational cause by the news of Mr. Stokes'  
execution. Lieutenant Henry gives the follow-  
ing account of the affair:—"After my departure  
from Olumbul for Kibange, whom I had  
the good fortune to capture, although he had  
escaped all our researches. Captain  
Lothaire having joined me, we soon had proof  
that an English merchant named Stokes had  
taken advantage of the precarious position of  
the Arabs and their people to sell them powder  
and guns in exchange for ivory, and that he had  
even treated with Kibonge, whom he had dis-  
missed, also on consideration of a large quantity of  
ivory, to take back to Zanzibar. We reached  
Lindi happily in time to put a stop to the  
Machavelian plans of this good-for-nothing  
Kibonge having been shot on January 1st.  
Lothaire then for the first time furnished me  
with a warrant of arrest against Stokes, whom I  
near Lindi. He was then on his way with a  
party of Arabs from a country marked Ipoto  
on the map to rescue Kibonge, whom he  
thought to be guarded by only thirty soldiers,  
more dead than alive. On perceiving me  
—for he had no idea we were in that  
region—he attempted to justify his journey to  
Kibonge on false pretences. He wished, said he,  
to find a road to get rid of his merchandise  
near Kibinge. In the meantime, I made  
him continue his journey to Lindi, where, as I  
have just learned, he was sentenced to death  
and hanged." Nobody, says the *Mitropoli*,  
can suspect the gallant officer of having written  
the above to justify the conduct of his chief,  
Captain Lothaire. It is simply a personal  
narrative from friend to friend.

## THE "WANDERING JEW"

A visit was made to the American ship  
*Wandering Jew* this morning by a representa-  
tive of the *Hongkong Telegraph* to ascertain  
the condition of the unfortunate ship. A  
large gang of coolies was engaged in discharg-  
ing her cargo of rolls of mattings, each roll being  
taken up soaked with sea water, only some  
hundred rolls being undamaged. At the same  
time the ship's pumps were being worked, and  
a six-inch pump supplied by the Dock Company  
was also engaged in the task of discharging  
the water that had been pumped in to quench  
the flames.The fire had, from all that could be seen, been  
confined to the hold forward of the foremast, on  
the starboard side. The 'ween-deck and both  
the side of the ship and the 'haling was badly  
burned from the chain-locker to the rigging, the  
cargo in that section of the ship being completely  
destroyed. The bulkhead separating the chain-  
locker from the hold was also badly charred,  
and over the scene of the fire, in the 'ween-deck,  
was stored the ship's stores of oil including a  
barrel of kerosene, one of hulled linseed oil, and  
a cask of pitch. These remained in their place,  
as it was impossible to reach them, until the  
fire was put out, but fortunately they did not  
catch fire.The spare sails and ropes of the ship were  
badly scorched and will have to be replaced, as  
no dependence can be placed on the hold and  
the damage done to the timbers in the  
fore hold will be the principal loss to the  
ship, though the cargo is almost all damaged.  
Water was pumped into the ship till it was level  
with the combings of the fore-hatch between  
decks, and some three feet deep in the cabin  
aft. The captain's goods had all to be shifted,  
the mate's cabin was completely flooded, and all  
the cabin stores were destroyed by the water so  
freely used to put out the conflagration.It is expected that the ship, which now rests  
on an even keel on the mud, will be floated  
to-night or to-morrow morning. As soon as she  
is able to be safely moved she will be taken into  
dock, where the remaining cargo will be removed  
and the necessary repairs made. This, it is  
estimated, will take about six weeks.No cause can be assigned for the outbreak by  
those on board, as the particular hold in which  
the fire took place had been closed for three  
weeks, and it was impossible for any one to  
reach the space. The chief officer suggests  
"spontaneous combustion" perhaps because of  
his fire brand, though he can suggest no  
possible substance among the cargo that could  
cause this. The few cases of fire crackers  
amongst the cargo were stowed aloft, away from  
the fire, but they could not have helped to cause  
the outbreak.

## THINGS TO THINK OF.

Silence is the severest criticism.—*Burton*.  
Common sense is not a common thing.  
They always talk who never think.—*Pope*.  
This world belongs to the energetic.—*Burton*.  
Many people are mistaken simply because they  
are not known.—*French* idiom.Ah, never so fine a thirst of glory boast,  
Nor in the critic let the man be lost.—*Pope*.  
To preserve in one's duty and to be silent is the  
first answer to calumny.—*Washington*.  
I have lived to know that the secret of  
happiness is never to allow your tongue to  
stagnate.—*Adam Clarke*.True friends visit us in prosperity only when  
invited, but in adversity they come without  
invitation.—*French*.  
Stones and sticks are flung only at fruit-bearing  
trees.—*Puck*.  
A man without enemies is of little value.  
Nothing is so strong as gentleness; nothing so  
valuable as real strength.—*St. Francis de  
Sales*.  
In prosperity caution is in adversity  
patience.—*Dutch proverb*.  
Caution for those we know to raise their  
eyes above us when we are not—*French*.

## SHANGHAI AUTUMN MEETING.

Stewards:—A. McLeod, Esq.; G. D. Edging,  
Esq.; C. J. Dudgeon, Esq.; J. S. Fearon, Esq.;  
F. J. Mallard, Esq.; J. A. Pond, Esq.; E. A.  
Probst, Esq.

FIRST DAY, MONDAY, 28th OCTOBER, 1895.

T. o autumn race meeting opened this morning  
in threatening weather, which, as the day wore  
on, fulfilled its promise, a shower, that came  
down just after the Maiden had been run,  
causing the disappearance of a good many gay  
costumes from the lawn, and at the same time  
softening down the course somewhat, not at all  
to the displeasure of owners and riders, for until  
the rain fell and the ground became a little  
damp, the turf had been as hard as iron. The  
attendance, according to the *China Gazette*,  
from which this descriptive report is taken,  
in the early part of the day was very large,  
larger than it has been for several seasons  
past, an unusually large number of Hongkong  
visitors putting in an appearance, but the rain  
sent a good many people home in the afternoon.  
Large fields and good times were the order of  
the day and the wins seemed to give general  
satisfaction. The time made by Busy Bee in  
the 10-day day was not very fast, but in these  
conditions, over the same distance, Toclough showed  
a considerable improvement, coming home in  
very little over the record time. The favourite  
for the Maidens, Ariel, had an easy victory, but  
nevertheless owner and rider were loudly and  
deceivably cheered as the game little pony was  
led in. Hollyhock won the Maloo Plate in very  
good time; Freedom the Club Cup, a decided  
set of backers; Mayberry the Whangpoo  
Stakes; Sir Charles the Autumn Cup; John the  
Pawpaw Cup, and Sans Pareil the Lottery  
Stakes. The arrangements generally were an  
improvement on last season, one notable and  
commendable innovation being the provision of  
a separate stand, which, though not palatial,  
answered the purpose very well, for those whose  
work it is to record the racing in the newspapers.  
Everything, including the usually very trouble-  
some traffic, was exceedingly well arranged,  
and given decent weather, the meeting is sure  
to be one of the most enjoyable on record.Details are appended:—  
The JOCKEY CLUB, value, £125; second pony,  
£125; for China ponies that have never  
won a race to be ridden by jockeys that have  
not had more than two winning mounts;  
Non-winners weight for inches as per scale.  
Winners of one race 7 lbs. extra; two races  
12 lbs. extra; entrance, £15. One mile.Don Juan's gr. Busy Bee, 11st 10lb Mr. Kladi 1  
Mr. Josses' ch. Placid Joe, 11st 10lb Mr. Souter 2  
Mr. Oswald's gr. Clermont, 11st 10lb  
Mr. Tulloch 3Mr. Sylva's ch. Red Cloud, 11st 4lb  
Mr. Chisholm 1  
Mr. Dennis' gr. Potomac, 11st 10lb  
Mr. Wallmeter 1Busy Bee got ahead at the start and led to the  
finish, though he was frequently challenged.  
When the flag fell Potomac was second and Red  
Cloud third. Entering the Back Straight Placid  
Joe came up from the end of the procession, and  
going along strongly won on even terms with  
the leader at Probst's Corner. From this point  
to the finish the race lay between Busy Bee and  
Placid Joe, the former winning eventually by a  
short head, Clermont being a length behind in  
third place. Potomac was fourth and Red Cloud,  
a long way behind, last. Time, 2 min. 13½ sec.The CURRIEON STAKES, a sweepstakes of £15,  
10 each, with £100 added second pony,  
£10 50 for China ponies; weight for inches  
as per scale. One mile.Mr. Waverly's b. Tocsin, 11st 4lb...Mr. Read 1  
Mr. Charley's gr. Sans Pareil, 11st 4lb...Mr. Dallis 2  
Mr. Roby's ch. Sir Charles, 10st 6lb...Mr. A. W. Burkill 3Mr. Roby's bl. Black Velvet, 11st 10lb...Mr. Crawford 1  
Mr. Ring's bay Orion, 10st 12lb...Mr. Meyerink 1Again only a field of five faced the starter.  
When the flag fell Sans Pareil got off with the  
lead, but at Longwell the first place was taken by  
Sir Charles, with Black Velvet and Orion coming  
up strongly, Tocsin being about a length behind  
the field. At Probst's Corner Black Velvet had  
the lead and held it to the Monument, where  
Tocsin, coming with a rush through the field,  
succeeded in getting to the front and won a well-  
ridden race by two lengths from Sans Pareil, Sir  
Charles, four lengths behind, being third, and  
Black Velvet last. Time, 2 min. 04½ sec.



Mr. Ludlow's bay Hobelt, 1st 2lb. 10oz.  
Mr. C. S. Taylor o  
Mr. Freddy's bl. Junata, late 2lb. 10oz.  
Mr. Cumming o  
Mr. Edmund's gr. Bunyan, 1st 2lb. 10oz. Mr. Pike o  
Mr. Boyd's gr. Dundee, 1st 2lb. 10oz. Mr. Read o  
Mr. Somerset's br. Certainty, 1st 2lb. 10oz. Mr. Dallas o

A good looking field of nine was sent away to a bad start. Holyoke immediately rushed to the front and held a good lead right over the course, the others never having a chance of catching him. Entering the Straight Raveston and Little Prince tried gallantly to overtake the leader, but they never got within challenging distance of him, and Holyoke won easily by four lengths from Raveston; Little Prince was third, half a length behind Raveston; Hobelt was fourth, Potomac fifth and Dundee last. Time, 59 sec.

The CLUB CUP, value, Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as at scale, griffins at entry allowed 7lbs.; entrance, Tls. 5. Two miles.  
Mr. Hugh Owen's gr. Freedom, 1st 2lb. 10oz. Mr. Midwood o  
Mr. Henry Morris's sp. Huckleberry, 1st 2lb. 10oz. Mr. Master o  
Lord C. Conyngham's gr. Monte Cristo, (late Sans Regret) 1st 2lb. 10oz. Mr. Jones o  
Mr. Fourman's cr. Primrose, 1st 2lb. 10oz. Mr. Dallas o  
Mr. Ring's gr. Titus, 1st 2lb. 10oz. Mr. Meyerink o  
10lb allowance deducted.

Of the five started Primrose was the favourite. When the flag fell Primrose got well away, his nearest attendant being Monte Cristo, which got on even terms with the leader at the Monument and passed him at the Bushes. Passing the Stand the first round the order was Monte Cristo, Primrose (riding well together), Huckleberry, Titus and Freedom. The same order prevailed to Longley, but entering the Back Straight Freedom showed his paces with a vengeance, and, rushing to the front, had a good lead at the three-quarter mile post. At the Monument the order was: Freedom, three lengths ahead of the field, Huckleberry, Monte Cristo, Primrose and Titus. It was in vain the field tried to overtake Freedom from this point, and amid tremendous cheering he romped home a dozen lengths in front of Huckleberry, Monte Cristo, six lengths behind, third, Titus fourth and Primrose, thoroughly beaten, last. Time, 4 min. 30 sec.

The WHANGPOO STAKES, value, Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as at scale, griffins at entry allowed 7lbs.; entrance, Tls. 5. Two miles.  
Mr. Henry Morris's w. Mayberry, 1st 2lb. 10oz. Mr. Pike o  
Mr. John Peel's d. The Laird, 1st 2lb. 10oz. Mr. Master o  
Mr. Ring's gr. Aurelius, 1st 2lb. 10oz. Mr. Meyerink o  
General Toplight's gr. Shoofly, 1st 2lb. 10oz. Mr. Dallas o  
Mr. Common's gr. Petrarch, 1st 2lb. 10oz. Mr. Read o  
Mr. Freddy's gr. Magnificent, 1st 2lb. 10oz. Mr. A. W. Burkill o  
Mr. Denny's br. Hercules, 1st 2lb. 10oz. Mr. C. R. Burkill o

The Laird started favourite in a field of nine. Dumbro was the first to show in front, with Aurelius, which speedily took the lead, second. Passing the Stand Aurelius still showed the way, with Dumbro second and Shoofly third, the favourite having fallen behind. At Longley, Shoofly had run into second place, Aurelius still leading. Aurelius led the field to the Monument, where Mayberry, coming up from behind, secured premier position and had the lead. The Laird, however, could not make up the intervening distance and Mayberry finally came home the winner by half a length, Aurelius two lengths behind the favourite being third, Olin fourth, Shoofly fifth and Dumbro last. Time, 3 min. 23 sec.

The AUTUMN CUP, value, Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as at scale; entrance, Tls. 5. Three-quarters of a mile.  
Mr. Ruby's ch. Sir Charles, 1st 2lb. 10oz. Mr. C. R. Burkill o  
Mr. Oswald's br. Raveston, 1st 2lb. 10oz. Mr. Read o  
Mr. Hindick's gr. Kelpie, 1st 2lb. 10oz. A. W. Burkill o  
Mr. Chetwynd's sk. Viceroy, 1st 2lb. 10oz. Mr. Dallas o  
Mr. Charley's ch. The Spotter, late Mysterious, 1st 2lb. 10oz. Mr. Midwood o  
Mr. Buxey's bl. Black Velvet, 1st 2lb. 10oz. Mr. Crawford o  
Mr. Ludlow's bay Hobelt, 1st 2lb. 10oz. Mr. C. S. Taylor o  
Mr. Freddy's bl. Junata, late 2lb. 10oz. Mr. Cumming o  
Mr. Ring's bay Orion, Mr. Meyerink 1st 2lb. 10oz. Mr. Boyd's gr. Dundee, Mr. F. M. Boyd 1st 2lb. 10oz. Mr. Toeg's gr. Mistletoe, 1st 2lb. 10oz. Mr. C. R. Burkill o

Of the eleven that started Raveston was the favourite. Mistletoe with the lead, with Orion second and Junata third. Prob's Corner Junata had taken the lead, but fell back again at the Monument, where the whole field closed up Viceroy being a little in advance of the others. Entering the Straight, Raveston and Kelpie rushed to the front, the former on the rails and the latter outside, but passing Belvedere they were both gallantly beaten by Sir Charles, which came home a winner a neck in front of Raveston, Kelpie, length behind, being third. Orion was fourth, The Spotter fifth, Black Velvet sixth and Viceroy last. Time, 1 min. 34 sec.

The FAH WAH CUP, value, Tls. 150; second pony, Tls. 50; for China ponies that have not won a race; weight for inches as at scale; griffins at date of entry allowed 7lbs.; entrance, Tls. 5. One mile.  
Mr. Ring's bl. Eolus, 1st 2lb. 10oz. Mr. Meyerink o  
Mr. Kanuck's gr. Menzies, 1st 2lb. 10oz. Mr. C. R. Burkill o  
Mr. Jones's ch. Glad Joe, 1st 2lb. 10oz. Mr. A. W. Burkill o  
Mr. Macdonald's gr. The Premier, 1st 2lb. 10oz. Mr. Crawford o  
Mr. B. C.'s gr. Arlert, 1st 2lb. 10oz. Mr. Baserfeld o  
Mr. Dryadus's cr. Cremorne, 1st 2lb. 10oz. Mr. Dallas o  
Mr. Oswald's gr. Clermont, 1st 2lb. 10oz. Mr. Midwood o  
Mr. Common's gr. Petrel, 1st 2lb. 10oz. Mr. Jones o  
Mr. Newby's dun Blue Bonnet, 1st 2lb. 10oz. Mr. Pike o  
Mr. John Peel's gr. Fasili, 1st 2lb. 10oz. Mr. Master o  
Mr. Boyd's cr. Dunover, 1st 2lb. 10oz. Mr. F. Boyd o

This was the best contested finish of the day. It was very difficult to see over the field on account of the rain, but Petrel, it was observed, got away with the lead, with Blue Bonnet second. Arlert speedily got on even terms with the leader, with Glad Joe going along strongly behind. At the Corner Menzies followed in front, Arlert having fallen behind, but Glad Joe was still running strongly in second place at the Monument was ahead of the field. Entering the Straight, however, Arlert was sent along with a

rush, and at Belvedere was racing neck and neck with Glad Joe. From here to the Judge's box a magnificent race ensued, Glad Joe winning by a short head from Menzies, Glad Joe having fallen a length behind into third place. Cremorne was fourth, Clermont fifth, Fasili sixth and Blue Bonnet last. The whole field was well together at the finish. Time, 2 min. 10 sec.

The LOTTERY STAKES, for all China ponies; value, Tls. 500; added to a sweepstake of Tls. 100 each; for the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 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1126th, 1127th, 1128th, 1129th, 1130th, 1131st, 1132nd, 1133rd, 1134th, 1135th, 1136th, 1137th, 1138th, 1139th, 1140th, 1141st, 1142nd, 1143rd, 1144th, 1145th, 1146th, 1147th, 1148th, 1149th, 1150th, 1151st, 1152nd, 1153rd, 1154th, 1155th, 1156th, 1157th, 1158th, 1159th, 1160th, 1161st, 1162nd, 1163rd, 1164th, 1165th, 1166th, 1167th, 1168th, 1169th, 1170th, 1171st, 1172nd, 1173rd, 1174th, 1175th, 1176th, 1177th, 1178th, 1179th, 1180th, 1181st, 1182nd, 1183rd, 1184th, 1185th, 1186th, 1187th, 1188th, 1189th, 1190th, 1191st, 1192nd, 1193rd, 1194th, 1195th, 1196th, 1197th, 1198th, 1199th, 1200th, 1201st, 1202nd, 1203rd, 1204th, 1205th, 1206th, 1207th, 1208th, 1209th, 1210th, 1211st, 1212nd, 1213th, 1214th, 1215th, 1216th, 1217th, 1218th, 1219th, 1220th, 1221st, 1222nd, 1223rd, 1224th, 1225th, 1226th, 1227th, 1228th, 1229th, 1230th, 1231st, 1232nd, 1233rd, 1234th, 1235th, 1236th, 1237th, 1238th, 1239th, 1240th, 1241st, 1242nd, 1243rd, 1244th, 1245th, 1246th, 1247th, 1248th, 1249th, 1250th, 1251st, 1252nd, 1253rd, 1254th, 1255th, 1256th, 1257th, 1258th, 1259th, 1260th, 1261st, 1262nd, 1263rd, 1264th, 1265th, 1266th, 1267th, 1268th, 1269th, 1270th, 1271st, 1272nd, 1273rd, 1274th, 1275th, 1276th, 1277th, 1278th, 1279th, 1280th, 1281st, 1282nd, 1283rd, 1284th, 1285th, 1286th, 1287th, 1288th, 1289th, 1290th, 1291st, 1292nd, 1293rd, 1294th, 1295th, 1296th, 1297th, 1298th, 1299th, 1300th, 1301st, 1302nd, 1303rd, 1304th, 1305th, 1306th, 1307th, 1308th, 1309th, 1310th, 1311st, 1312nd, 1313th, 1314th, 1315th, 1316th, 1317th, 1318th, 1319th, 1320th, 1321st, 1322nd, 1323rd, 1324th, 1325th, 1326th, 1327th, 1328th, 1329th, 1330th, 1331st, 1332nd, 1333rd, 1334th, 1335th, 1336th, 1337th, 1338th, 1339th, 1340th, 1341st, 1342nd, 1343rd, 1344th, 1345th, 1346th, 1347th, 1348th, 1349th, 1350th, 1351st, 1352nd, 1353rd, 1354th, 1355th, 1356th, 1357th, 1358th, 1359th, 1360th, 1361st, 1362nd, 1363rd, 1364th, 1365th, 1366th, 1367th, 1368th, 1369th, 1370th, 1371st, 1372nd, 1373rd, 1374th, 1375th, 1376th, 1377th, 1378th, 1379th, 1380th, 1381st, 1382nd, 1383rd, 1384th, 1385th, 1386th, 1387th, 1388th, 1389th, 1390th, 1391st, 1392nd, 1393rd, 1394th, 1395th, 1396th, 1397th, 1398th, 1399th, 1400th, 1401st, 1402nd, 1403rd, 1404th, 1405th, 1406th, 1407th, 1408th, 1409th, 1410th, 1411st, 1412nd, 1413th, 1414th, 1415th, 1416th, 1417th, 1418th, 1419th, 1420th, 1421st, 1422nd, 1423rd, 1424th, 1425th, 1426th, 1427th, 1428th, 1429th, 1430th, 1431st, 1432nd, 1433rd, 1434th, 1435th, 1436th, 1437th, 1438th, 1439th, 1440th, 1441st, 1442nd, 1443rd, 1444th, 1445th, 1446th, 1447th, 1448th, 1449th, 1450th, 1451st, 1452nd, 1453rd, 1454th, 1455th, 1456th, 1457th, 1458th, 1459th, 1460th, 1461st, 1462nd, 1463rd, 1464th, 1465th, 1466th, 1467th, 1468th, 1469th, 1470th, 1471st, 1472nd, 1473rd, 1474th, 1475th, 1476th, 1477th, 1478th, 1479th, 1480th, 1481st, 1482nd, 1483rd, 1484th, 1485th, 1486th, 1487th, 1488th, 1489th, 1490th, 1491st, 1492nd, 1493rd, 1494th, 1495th, 1496th, 1497th, 1498th, 1499th, 1500th, 1501st, 1502nd, 1503rd, 1504th, 1505th, 1506th, 1507th, 1508th, 1509th, 1510th, 1511st, 1512nd, 1513th, 1514th, 1515th, 1516th, 1517th, 1518th, 1519th, 1520th, 1521st, 1522nd, 1523rd, 1524th, 1525th, 1526th, 1527th, 1528th, 1529th, 1530th, 1531st, 1532nd, 1533rd,



## Shipping.

## STEAMERS.

"MILBURN" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"PORT PHILIP."  
Captain Grey, R.N.R., will be despatched for the above Port TO-MORROW, the 2nd November, at Noon, instead of as previously advertised.  
This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 1st November, 1895. [1371]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"CHINGTUI."  
R. Jones, Commander, will be despatched TO-MORROW, the 2nd November, at 2 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th October, 1895. [1445]



NIPPON YUSEN KAISHA.

FOR KORE AND YOKOHAMA.

THE Company's Steamship

"HIROSHIMA MARU."  
Captain Anderson, will be despatched as above TO-MORROW, the 2nd November, at 4 P.M.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, 31st October, 1895. [1499]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERABAYA.  
THE Company's Steamship

"TIGRIS."  
Captain I. Kynoch, will be despatched as above ON MONDAY, the 4th November, at 4 P.M., instead of as previously notified.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 31st October, 1895. [1473]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Steamship

"KASHING."  
Captain Hopkins, will be despatched on MONDAY, the 4th November.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 31st October, 1895. [1501]

NAVIGAZIONE GENERALE ITALIANA.  
(FLORENCE & RUBINATTO UNITED COMPANIES).  
STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO  
VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.  
ALSO  
BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.  
THE Steamship

"LETIMBRO."  
Captain Di Marco, will be despatched as above on TUESDAY, the 6th November, at Noon.  
At Bombay the Steamers are discharging in VICTORIA DOCK.  
For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 30th October, 1895. [1491]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"TAIYUAN."  
R. Nelson, Commander, will be despatched on FRIDAY, the 8th November, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 28th October, 1895. [1450]

"STRATH" LINE OF STEAMERS.  
FOR KORE AND YOKOHAMA.  
THE Steamship

"STRATHLYON."  
Captain Phillips, will be despatched for the above Ports on FRIDAY, the 15th November, at Noon.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 31st October, 1895. [1496]

THE "JAPAN" LINE OF STEAMSHIPS.  
FOR NAGASAKI, KORE AND YOKOHAMA.  
THE Steamship

"REPTON."  
Captain G. H. Jack, will be despatched for the above places, and will have quick despatch.  
For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st October, 1895. [1448]

## Intimations.

## THE BEST

OF EVERYTHING

IS INVARIABLY THE CHEAPEST

IN THE MATTER OF

PEACH BLOSSOM SOAP.

GLYCERINE AND CUCUMBER.

CHAMPAGNE BITTERS.

BALSAMIC COUGH LINCTUS.

WATKINS & Co. are

THE BEST.

CONSEQUENTLY YOU WILL DO WELL TO ORDER FROM

WATKINS & CO.

APOTHECARIES' HALL, 66, Queen's Road Central.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"MENELAUS."  
Captain Towell, will be despatched as above on TUESDAY, the 5th November.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th October, 1895. [1466]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERABAYA.  
THE Steamship

"SHANTUNG."  
Captain Vaughan, will be despatched on WEDNESDAY, the 6th November.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 28th October, 1895. [1482]

FOR DELAGOA BAY AND NATAL.  
(Taking Cargo at through rates for EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)  
THE Steamship

"YANARIVA."  
Captain Weston, will leave for the above Ports about the 10th November.  
For Freight, apply to  
GILMAN & Co.,  
Agents.  
Hongkong, 11th October, 1895. [1402]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON, VIA SUEZ CANAL.  
(With liberty to call at MANILA.)  
THE Company's Steamship

"PINGSUEY."  
D. Davies, Commander, will be despatched as above on about the 10th November.  
For Freight or Passage, apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 21st October, 1895. [1446]

## SAILING VESSELS.

FOR NEW YORK.  
THE 3 1/2 A.L. American Ship

"SAINT JAMES."  
Clifford, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 20th September, 1895. [1381]

FOR NEW YORK.  
THE 100 A.L. British 4-masted Bark

"MATTERHORN."  
John Williams, Master, is now loading here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 8th October, 1895. [1387]

## Consignees.

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, HAMBURG AND STRAITS.

THE Steamship "LADY FURNESS."

Captain Tregarten, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd November will be subject to suit.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be attended on the 2nd November, at 2.30 P.M.  
No Fire Insurance has been effected.  
SHEWAN & Co.,  
Agents.  
Hongkong, 28th October, 1895. [1495]

## Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 3 P.M. of the 2nd November, will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 31st October, 1895. [1493]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"MOYUNE."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 11th November, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th November, at 3 P.M.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th November, will be subject to rent.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.  
Bills of Lading will be countersigned by HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 31st October, 1895. [1494]

Occidental and Oriental Steamship Company.

GENERAL AVERAGE S.S. "BELGIC."

A PORTION of this Vessel's Cargo having arrived, Ex "GAELIC" it has been loaded into the Company's Godowns at Wharfedale and Consignees are hereby notified to take immediate delivery of their Goods from alongside.  
A GENERAL AVERAGE BOND must be signed and a deposit of Fifty per cent (50%) made on the ARRIVED VALUE of the Cargo previous to countersignature of Bills of Lading. The Average Bond is lying at the Company's Office for signature.

J. S. VAN BUREN, Agent.

Hongkong, 26th October, 1895. [1474]

Occidental and Oriental Steamship Company.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 26th October, 1895. [1474]

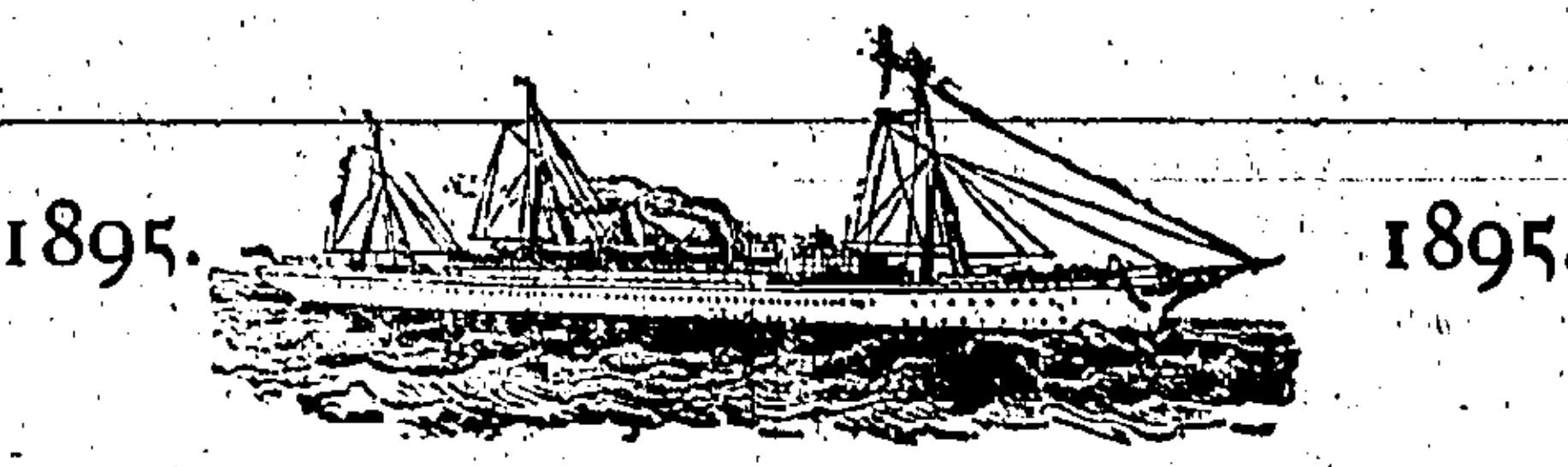
NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:—  
BENVERUS, Bst. str., Capt. Serchet-Gibb, Livingston & Co.,  
CAMBUS, Car. str., Capt. Usrah-Loss, Wagon & Co.,  
EAGLEWING, Bst. str., Capt. Shindler, Standard Oil Co.,  
FOYLE, Bst. str., Capt. Stannery—Shewan & Co.,  
KAGORAMA MARU, Jap. str., Capt. Yoshitama, Mitsui Bussan Kaisha, Ltd.,  
NANTONG, Nrv. str., Capt. Sumanee—Cable, Victoria, Bst. str., Capt. Macle—Gibson.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 27th November.  
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 25th December.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd January.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Merchants, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddis Street.  
Hongkong, 30th October, 1895.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama).....Wednesday, 6th Nov., at Daylight.

Rapide (via Nagasaki, Kobe, Inland Sea & Yokohama).....Saturday, 7th Dec., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama & Honolulu).....Thursday, 26th Dec., at Noon.

THE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA AND YOKOHAMA on WEDNESDAY, the 6th November, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 1st November, 1895. [1474]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings  
Hongkong, 1st Nov. 1895.

## Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prins Heinrich ..... Monday ..... 11th Nov.

Prinz Heinrich ..... Monday ..... 10th Dec.

Sachsen ..... Monday ..... 6th Jan.

Gera ..... Monday ..... 3rd Feb.

ON MONDAY, the 11th day of November, 1895, at 3 P.M., the Company's Steamship "PRINZ HEINRICH," Captain W. Schmolzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 9th Nov. Cargo and Specie will be received on board until NOON on MONDAY the 11th Nov., and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 10th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th October, 1895. [1391]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895. (Subject to Alteration.)

Chillicothe ..... Saturday ..... 16th Nov.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG" will be despatched hence for PORTLAND, OREGON, via KORE and YOKOHAMA, on SATURDAY, the 16th November.

Consular Invoice of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 24th October, 1895. [1437]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, Doctor and STEWARDESSES carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by the steamer to the coast of EUROPE.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Strathclyde ..... 3.57 PM Tuesday ..... Nov. 19.

Victoria ..... 3.16 PM Tuesday ..... Dec. 10.

Hankow ..... 3.50 PM Tuesday ..... Dec. 31.

Tacoma ..... 2.54 PM Tuesday ..... Jan. 21.

Victoria ..... 3.16 PM Tuesday ..... Feb. 11.

No Passengers carried by this sailing.

THE Steamship

"STRATHNEVIS," Captain Patie, sailing at Noon, on TUESDAY, the 19th November, will proceed to VICTORIA, B.C., and TACOMA, (Wash.), via SHANGHAI, INLAND SEA, KORE and YOKOHAMA.